

1 CITY OF LYNNWOOD  
2 RESOLUTION NO. 2011-14  
3

4 A RESOLUTION SUPPORTING THE INTERSTATE 5 LIGHT RAIL  
5 ALTERNATIVE ALIGNMENT FOR THE SOUND TRANSIT ST2  
6 NORTH CORRIDOR TRANSIT PROJECT APPROVED BY VOTERS  
7 AND IDENTIFIED IN THE SOUND TRANSIT NORTH CORRIDOR  
8 TRANSIT PROJECT ALTERNATIVES ANALYSIS REPORT  
9

10 WHEREAS, the City of Lynnwood recognizes the importance of high capacity  
11 transit to serve the existing and projected population and workforce within the Sound  
12 Transit service boundary and specifically the ST2 North Corridor; and  
13

14 WHEREAS, in 1995 the City Council of the City of Lynnwood adopted the  
15 Lynnwood Comprehensive Plan designating Lynnwood's Sub-Regional Center as the  
16 key activity center to accommodate much of Lynnwood's future population and  
17 employment growth consistent with the Washington State Growth Management Act and  
18 Vision 2020; and  
19

20 WHEREAS, Lynnwood is designated a Regional Growth Center by the Puget  
21 Sound Regional Council and is planned to accommodate major population and  
22 employment growth to become the primary center between Seattle and Everett; and  
23

24 WHEREAS, regional policies state that it is essential to support Regional Growth  
25 Centers by providing priority access to transportation and transit funding and  
26 improvements; and  
27

28 WHEREAS, on November 22, 2004 the City Council of the City of Lynnwood  
29 adopted the Lynnwood Economic Development Action Plan which recognizes the  
30 importance of access and transportation choices for business retention and attraction; and  
31

32 WHEREAS, on July 11, 2005 the City Council of the City of Lynnwood adopted  
33 Resolution 2005-10 supporting the update of Sound Transit's Long Range Plan and the  
34 extension of light rail transit service in the I-5 corridor between Seattle and Everett; and  
35

36 WHEREAS, on March 14, 2005 the City Council of the City of Lynnwood  
37 adopted the City Center Sub-Area Plan consistent with the Washington State Growth  
38 Management Act, the regional growth strategies of Vision 2020 (now Vision 2040) and  
39 Transportation 2020 (now Transportation 2040), and the Sub-Regional Center designated  
40 in the Lynnwood Comprehensive Plan; and  
41

42 WHEREAS, high capacity transit, specifically light rail, is a catalyst for City  
43 Center Sub-Area Plan implementation and sustainability; and  
44

45 WHEREAS, on November 4, 2008 Snohomish County voters supported Sound  
46 Transit's ST2 Light Rail extension to the Lynnwood Transit Center along the Interstate 5  
47 corridor with a 54 percent "Yes" vote; and

1 WHEREAS, on May 20, 2010 the Puget Sound Regional Council adopted  
2 Transportation 2040 which shows the importance of quick, reliable, regional transit  
3 service to the success of the center-based Regional Growth Strategy of Vision 2040; and  
4

5 WHEREAS, in September 2011, Sound Transit and its consultant team  
6 determined through the Alternatives Analysis process that light rail is the most efficient  
7 means of high capacity transit to serve the North Corridor; and  
8

9 WHEREAS, although voters approved Light Rail along the Interstate 5  
10 alignment, in order for Sound Transit to pursue funding through the competitive Federal  
11 Transit Administration grant "New Starts" program, Sound Transit must review all high  
12 capacity transit and alignment options for the ST2 North Corridor project through an  
13 Alternatives Analysis; and  
14

15 WHEREAS, Sound Transit and its consultant team have found that of the mode  
16 options analyzed only the light rail option has the ability to meet project goals for  
17 ridership, travel time and avoidance of impact to other modes, and  
18

19 WHEREAS, Sound Transit and its consultant team have narrowed the alignment  
20 options for light rail to the Interstate 5 corridor or a route that starts along I-5, deviates to  
21 Hwy 99 and returns to I-5 both of which terminate at the Lynnwood Transit Center; and  
22

23 WHEREAS, on September 20, 2011, Sound Transit issued the Alternatives  
24 Analysis Report and SEPA Addendum (AA) showing that the Interstate 5 light rail  
25 alignment has significantly higher ridership, significantly lower costs and significantly  
26 less travel time when compared to the Highway 99 alignment; and  
27

28 WHEREAS, the AA Chapter 8 page 2 states: "Given the \$1,540 million (mid-  
29 2010 dollars) currently budgeted for the North Corridor Transit Project capital costs in  
30 Sound Transit's current financial plan, the SR 99 light rail alternatives (L2 and L3) would  
31 both be well outside of Sound Transit's existing financial capacity to fund. The L1: I-5  
32 Light Rail Alternative, however, is affordable within that capacity at the low end of its  
33 capital cost range." The Highway 99 alternatives place funding future transit  
34 improvements in jeopardy due to their cost differential when compared to L1: I-5 Light  
35 Rail Alternative; and  
36

37 WHEREAS, the AA Summary page S-45 also states "In general, the L1: I-5  
38 Light Rail Alternative is the best performing in terms of the transportation criteria.  
39 Among the light rail alternatives, it is the least costly and has the least potential for  
40 impacts on the surrounding environment."; and  
41

42 WHEREAS, the only area of analysis where Hwy 99 shows a theoretical  
43 advantage over I-5 is in its ability to promote additional Transit-Oriented Development  
44 (TOD), and  
45

46 WHEREAS, the City of Lynnwood believes the potential for TOD along Hwy 99  
47 is grossly overstated and in any event is unlikely to approach the level of urban

1 development planned for the Lynnwood's City Center or larger Regional Growth Center;  
2 and  
3

4 WHEREAS, investments in bus rapid transit (BRT) have been made along  
5 Highway 99, serving that corridor with high capacity transit service that already serves to  
6 catalyze TOD development; and  
7

8 WHEREAS, the Hwy 99 alignment for LRT would likely mean supplanting BRT  
9 service, sacrificing millions of dollars in public investment that has already been made,  
10 and  
11

12 WHEREAS, the option for the Highway 99 light rail alignment may not be as  
13 competitive for project funding, putting improved high capacity transit to Lynnwood at  
14 risk; and  
15

16 WHEREAS, increased ride time because of the Hwy 99 alignment would not  
17 only jeopardize the potential for service and ridership to Lynnwood but would also  
18 seriously compromise the ability to one day extend LRT service to Everett.  
19

20  
21 NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LYNNWOOD  
22 DOES HEREBY RESOLVE AS FOLLOWS:  
23

- 24 1. The City Council of the City of Lynnwood supports the L1: I-5 Light Rail  
25 Alternative along the Interstate 5 alignment as shown in Exhibit A.  
26

27 EFFECTIVE DATE. This resolution shall be effective immediately upon passage  
28 thereof.  
29

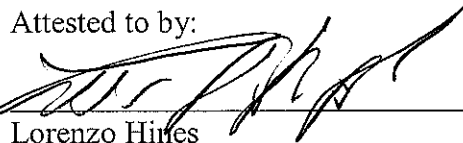
30 ADOPTED by the City Council of the City of Lynnwood, Washington, at its  
31 regular meeting held the 10 of Oct. 2011.  
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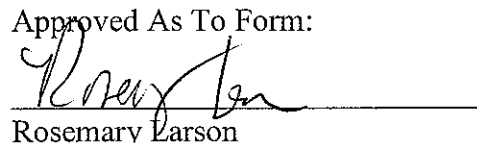
Don Gough, Mayor

Attested to by:



Lorenzo Hines  
Finance Director

Approved As To Form:



Rosemary Larson  
City Attorney

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# EXHIBIT A: ST2 NORTH CORRIDOR LIGHT RAIL I-5 ALIGNMENT (IMAGE FROM SEPTEMBER 2011 ALTERNATIVES ANALYSIS REPORT)

North Corridor Transit Project  
ALTERNATIVES ANALYSIS REPORT 4-11

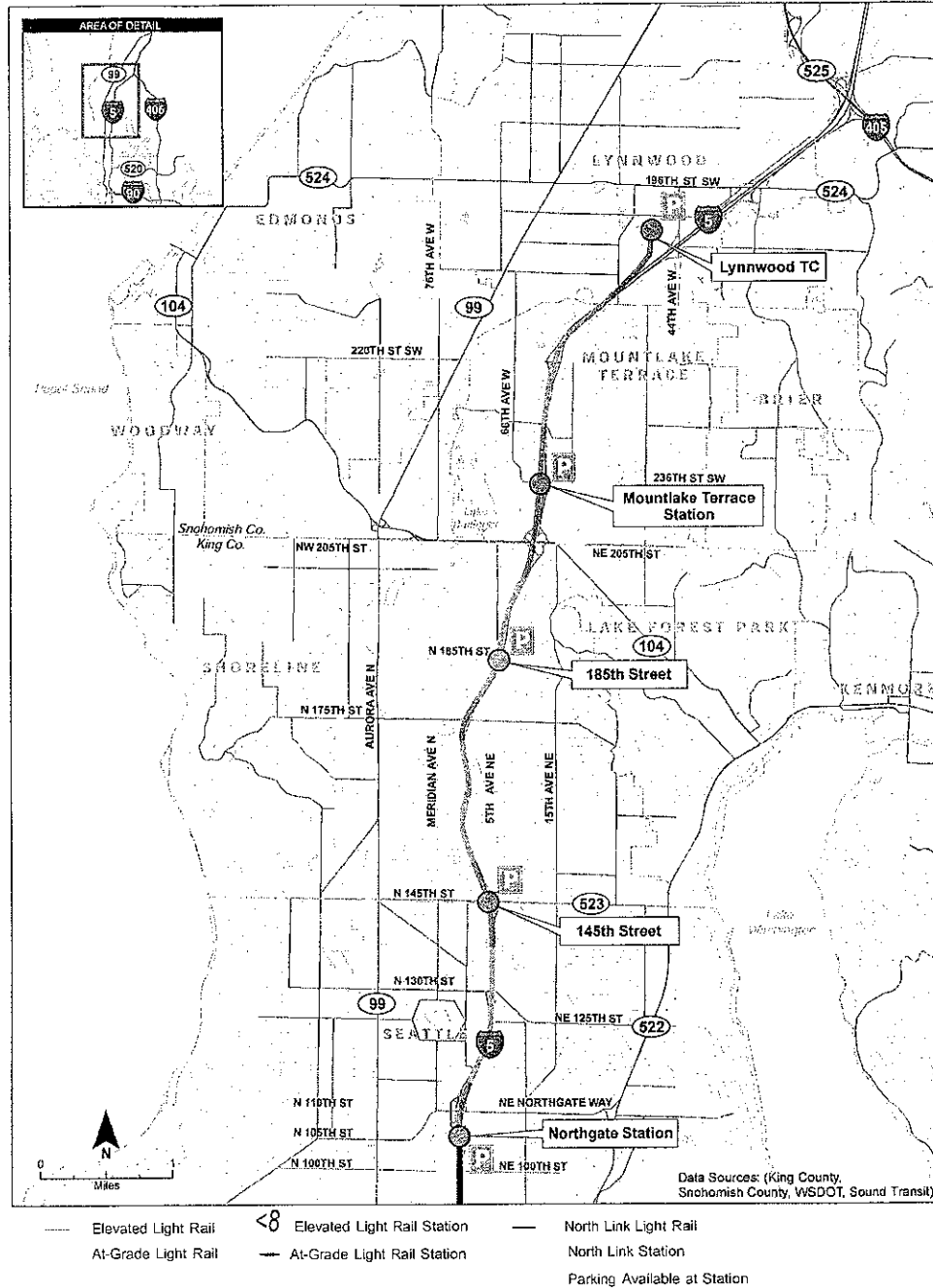


Figure 4-3. ST2 North Corridor Light Rail I-5 Alignment

North Corridor Transit Project | Alternatives Analysis Report

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